

25X1A 25X1 25X1A

ORIG [redacted]
UNIT **DPD-OPS**
EXT [redacted]
DATE **5 NOV 59**

Approved For Release 2002/10/31 : CIA-RDP89B00569R000400050079-0

TOP SECRET

1		4	DD/P
2	DPD/OPS	5	AC/DPD
3	DPD/OPS	6	RI/DPD

TO [redacted] 25X1A
FROM **DIRECTOR**
CONF: **DPD (1,2,3,4,5,6,7,8,9,10)**
INFO: **S/C (11)**

25X1A

DEFERRED	X	PRIORITY	INITIALS
ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

DHD 25X1A
TOR: 2246Z 05 NOV 59

25X1A
OUT54637

TO [redacted] INFO CITE [redacted] 4051

EYES ONLY [redacted]

REF: [redacted] **4051** (EYES ONLY [redacted]) **OUT54636**

25X1A
25X1A
25X1A
25X1A

1. BASED ON THE HIGHEST PRIORITY TARGET REQUIREMENTS, VIZ:
KUYBYSHEV, KAZAN, SAROVA/SHATKI, SARATOV/ENGELS, KAPUSTIN YAR/
VLADIMIROVKA, AS AGREED BY [redacted] REBER LAST WEEK, AN OPERATIONAL
EVALUATION HAS BEEN CONDUCTED BY THIS HQS AS TO THE BEST METHOD OF
ACHIEVING THE MAX TARGET COVER REQUIRED UNDER THE SAFEST POSSIBLE
CONDITIONS.

2. THE CONCLUSIONS RESULTING FROM THIS EVALUATION ARE:

- 25X1A A. THE [redacted] SHOULD BE USED IN PREFERENCE TO [redacted]
25X1A
25X1A B. THE PRE STRIKE AND POST STRIKE BASES SHOULD BE [redacted]
25X1A AND [redacted] RESPECTIVELY.
25X1A C. THERE ARE TWO ALTERNATIVE ROUTES WHICH OFFER THE BEST
[redacted] DEPENDING ON WHETHER MAX COVERAGE IS REQUIRED

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TOP SECRET

1	4
2	5
3	6

ORIG :
UNIT :
EXT :
DATE :

TO :

FROM :

CONF :

INFO :

25X1A

25X1A

PAGE TWO

P R O C E D U R E	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO

INFO

CITE

(ROUTE A) OR ALTITUDE IS MORE IMPORTANT AT THE EXPENSE OF TWO
H. P. TARGETS VIZ KAZAN, SAROVA/SHATKI (ROUTE B).

3. ROUTE A. THIS ROUTE IS BASED ON A STRAIGHT CLIMB TO

1800 (APPROX 180 NM DISTANCE) AND ~~MAINTAINING~~ MAINTAINING THIS ALTITUDE
THROUGHOUT THE MSN WITH 100 GALS REMAINING OVER

25X1D

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ORIG :
UNIT :
EXT :
DATE :

TOP SECRET

1	4
2	5
3	6

TO :

FROM :

CONF :

INFO :

P R I O R I T Y	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE THREE

TO

INFO

CITE

25X1D

25X1A

25X1A

25X1A

25X1A

25X1

T.

TOTAL MILEAGE IS

ROUTE B. THIS ROUTE IS BASED ON A STRAIGHT CLIMB ^{To} 1800' y.

25X1 (APPROX NM) THEN A CRUISE CLIMB TO 2000' (APPROX NM y. 2

DISTANCE) CONTINUING TO 2200' (REACHED AT APPROX

25X1A

25X1D

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CLASSIFIED MESSAGE

ORIG :
UNIT :
EXT :
DATE :

TOP SECRET

1	4
2	5
3	6

TO :

FROM :

CONF :

INFO :

PAGE FOUR

P R E F E R E N C E	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO

INFO

CITE

THIS ALTITUDE IS THEN MAINTAINED THROUGHOUT THE FLIGHT WITH 100

**REMAINING
GALS/OVER**

25X1A

25X1A 25X1D

25X1A

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ORIG :
UNT :
EXT :
DATE :

TOP SECRET

1		1
2		5
3		5

TO :

FROM :

CONF :

INFO :

ROUTED	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE FIVE

TO

25X1D

CITE

25X1A

25X1A

S.

25X1

TOTAL MILEAGE

4. COMPARING THE TWO ROUTES ABOVE, THE FOLLOWING POINTS SHOULD BE NOTED:

A. ROUTE A:

25X1A

1. MAX HIGHEST PRIORITY TARGET COVER IS ACHIEVED.

25X1A

2. THE [] WILL HAVE THE OPTION OF INCREASING ALTITUDE AT ANY POINT TO [] 2000 IF HE CONSIDERS THIS [] FOR SAFETY. THE PENALTY OF THIS OPTION, IF USED, WILL BE LOSS OF TARGETS DUE NECESSITY TO CUT ROUTE FOR RANGE CONSIDERATIONS.

COORDINATING OFFICERS

TOP SECRET

RELEASING OFFICER

AUTHENTICATING OFFICER

ORIG :
UNIT :
EXT :
DATE :

TOP SECRET

1	4
2	5
3	6

TO :
FROM :
CONF :
INFO :

P R E C E D E N C E	DEFERRED	PRIORITY	INITIALS
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PAGE SIX

TO INFO CITE
AT WORST, HOWEVER, NO MORE THAN TWO TARGETS SHOULD BE LOST.

B. ROUTE B.

1. THE BEST POSSIBLE ALTITUDE IS OBTAINED AND FROM SECURITY ASPECT IS IDEAL AGAINST ASSESSED DEFENCES.
2. TWO H. P. TARGETS VIZ. KAZAN AND SAROVA/SHATKI CANNOT BE COVERED DUE RANGE LIMITATION.

C. WX FACTOR. FOR THE OVERALL AREA UNDER CONSIDERATION IT IS ESTIMATED THAT CLOUD COVER WILL BE 2/8 OR LESS ON 2 DAYS DURING NOVEMBER AND TWO DAYS DURING DECEMBER.

D. DEFENCE THREAT. THE ORDER OF PRIORITY AS ASSESSED BY THIS HQS FROM LATEST INFO IS:

1. SURFACE-TO-AIR MISSILES
2. AIR-TO-AIR MISSILES
3. HIGH PERFORMANCE ACFT.

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TOP SECRET

RELEASING OFFICER

AUTHENTICATING OFFICER

ORIG :
UNIT :
EXT :
DATE :

TOP SECRET

1	4
2	5
3	6

TO :
FROM :
CONF :
INFO :

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P R O C E D U R E	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE SEVEN

25X1A

TO 25X1A

INFO

CITE

25X1A

E. EXIT POINT. IN ORDER TO ACHIEVE THE H. P. TARGET COVERAGE

**REQUIRED THE [] EXIT MUST BE EITHER DIRECT INTO [] OR
DIRECT BACK OVER [] THE REASON FOR SELECTING THE FORMER
HAS ALREADY BEEN ADVISED IN REF. ALSO IT IS FELT THAT EXIT USED ON
MSN 4125 MIGHT BE KNOWN AND ACCORDINGLY [] EXIT MIGHT NOW
CONTAIN GOOD ELEMENT OF SURPRISE.**

25X1D

**5. BASED ON THE ABOVE, THE RECOMMENDATIONS OF THIS HQS, WITH
WHICH [] ARE:**

25X1A

**A. ROUTE A SHOULD BE ACCORDED PRIORITY ONE AND ROUTE B
PRIORITY TWO.**

**B. IN EVENT WX PRECLUDES COVER OF KAZAN AND SAROVA/SHATKI
BUT IS OTHERWISE OPEN OVER THE REMAINING TARGET AREA, ROUTE B
SHOULD BE ACCOMPLISHED WITHOUT WAITING.**

25X1A

C. [] BE USED AS C-130 REFUELING STOP FOR STAGING TEAM

TO AND FROM []

25X1A

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ORIG :
UNIT :
EXT :
DATE :

TOP SECRET

1	4
2	5
3	6

TO :
FROM :
CONF :
INFO :

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P R O C E D U R E	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE EIGHT

TO INFO CITE
6. THE PRINCIPLE OF "NEED TO KNOW" IS BEING STRICTLY APPLIED
AT THIS HQS, PARTICULARLY WITH REGARD TO THE ABOVE ROUTES, AND IT
IS ASSUMED THE SAME CONDITION IS BEING APPLIED AT

25X1A

END OF MESSAGE

25X1A

25X1A

C/OPS
Intel OFFR *in draft*
C/CHAL SEC

25X1A

25X1A

WILLIAM BURKE
AC/DPD

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25X1A

AIRCRAFT MOVEMENT
(ALL TIMES ZULU)

25X1A

				DEP	ARR
4 DEC 59					
1.	C-124	DEP:	(FUELS)	2030	2124
2.	C-130	DEP:	(EQUIP)	2115	2224
5 DEC 59					
3.	C-130	ARR:		0115	0330
4.	C-130	DEP:		0215	0438
5.	C-124	ARR:		0325	UNK
6.	C-124	DEP:		0500	UNK
7.	C-130	ARR:		0750	0955
8.	C-124	ARR:		0938	1250
9.	C-124	DEP:		1135	1415
10.	C-124	ARR:		1535	1800
11.	U-2	DEP:	(FERRY)	1745	1745
12.	U-2	ARR:		2315	2300
13.	C-124	DEP:			UNK
14.	C-124	ARR:			2315
6 DEC 59					
15.	U-2	DEP:	(MSN 8005)	0400	0400
16.	U-2	DEP:	(MSN 8007D)	0840	0840
17.	U-2	ARR:	(MSN 8005)	1253	1215
18.	U-2	ARR:	(MSN 8007D)	1510	1510
19.	C-130	DEP:		1415	1430
7 DEC 59					
20.	C-130	ARR:		0450	0702

MISSION REPORTS
(ALL TIMES ZULU)

25X1A
25X1A

MSN NO.	DATE	DUE	SENT	DUE	SENT	DUE	SENT	DUE	RCD	DUE	RCD	DUE	SENT
8005 (FERRY)	5 Dec							05/1245	05/1053			05/1527	1745Z 2300Z
8005	6 Dec	05/0415	04/1830			05/1615	05/1527	05/2215	06/0203	05/2315	05/1717	06/0015	05/2213
8007	6 Dec	05/0835	04/2130			05/2035	05/1527	06/0235	05/1749	06/0335	05/1300	06/0635	06/0445